

September 12th.
The French Government have despatched a Commission to Madagascar where the situation is stated to be grave.
De Wit, Russian Minister of Finance, is reported to have stated at an interview that Russia will neither support France nor Germany in a warlike policy, as the Czar's intentions are wholly peaceful.
The Italian Premier has ordered the expulsion of an Italian journalist from Cairo, he having been the ringleader in the recent press attacks on England.

SYDNEY, September 13th.
Three persons, including a woman and child, were drowned through a boat accident at Albury. Charles Henry Mallon, an inmate of the Callan Park Lunatic Asylum, committed suicide by jumping from the parapet on to the asphalted path and smothering his skull.
News cabled from Noumea states that an unsuccessful attempt has been made to get H. M. S. *Ringarooma* off the reef on which she stranded at the New Hebrides a short time ago.

MELBOURNE, September 13th.
A man named John Grant, has given himself up to the police at Horeham, Victoria, for murdering his wife.
LONDON, September 13th.
Mr. Plummer, of Sydney, has written a letter to the *Times* stating that there is a strong feeling in Australia in favor of the appointment of colonial judges to the English Bench to assist in deciding Australian appeals.

The French are proposing to send a strong expedition to subdue and hold Madagascar. It is estimated to cost from £2,000,000 to £4,000,000.
At a meeting of the shareholders of the Bank of England to-day, Mr. Edward Clarke proposed that an inquiry be held into the alleged action of the late chief cashier, Mr. Frank May, in introducing customers to the bank and purchasing the worst description of stocks, involving a loss of £400,000, including his own overdraft, these actions having seriously affected the honor of the bank. Mr. David Powell, the Governor of the Bank, in reply, said that Mr. Clarke should not make such statements on the authority of customers. The motion was not seconded.

The New South Wales Government are floating a loan of £800,000 at 4½ per cent. Tenders will be opened on the 20th instant. The loan has been favorably received, and is now quoted at 105 premium.

In connection with the New South Wales loan floating at par the *Financial News* says that owing to the present 3½ per cent. New South Wales stock being above par, it is expected that the new loan will be very eagerly covered.

The coal miners of Scotland, who have been on strike since June, have agreed to resume work at the old rate provided the dispute is referred to a Court of Conciliation within six weeks.

A religious fight has occurred at Poonah, Bombay Presidency. A number of Moslems were praying at a mosque and objected to the music of a passing Hindoo band. The latter persisted in playing. A fierce fight then ensued, in which 400 men took part. The mosque was demolished.

September 14th.
The Cairo court-martial acquitted Shawarbi, a prominent member of the Legislative Council, and Hassan Pasha on the charge of slavery. Brigadier-General Kitchener, the Sirdar of the Egyptian Army, declined to confirm the acquittal, as he believes the verdict was unjust. Their accomplices were sentenced to short terms of imprisonment. Chief Pasha is now being tried.

BRISBANE, September 15th.
The Brisbane labour party are greatly incensed over the recent suspension of members.
PERTH (N. A.), September 15th.
The London-derry mine, Coolgardie, has been sold to the Earl of Fingal for a quarter of a million sterling, a large interest being also retained by the vendors. Shaw states that he could, if necessary, raise three tons of gold from the mine in three months.

MELBOURNE, September 15th.
Judge Williams is summing up rather favourably for the *Age* newspaper in the *Splight v. Age* case.

LONDON, September 16th.
A Hamburg newspaper has published what purports to be an inspired article, stating that Germany will not admit the Australian right to a share in the Sultan's question. The article is the Duke of Orleans has intimated his intention of returning to France, as he preferred to risk his head rather than submit to exile.

September 17th.
Admiral Colomb, in a letter in the *Times* this morning, says that the New South Wales authorities are spending money to prevent an attack on Sydney in a mode which a superior enemy would not dream of adopting. If attacks were possible at sea, the real defence of Australia would be of VI. divotock, or Constatid, or Toulon, where an enemy could make a raid in a payable form, and then march to Sydney by the back garden, and not through the hall door.

The Emperor of Austria, addressing the legations, said that Europe is tranquil, and the friendly relations justify a hope of peace; but it is still necessary not to cease developing defensive strength.

The *Times*, to-day, in a leading article, says that Queensland has not lost the lessons of past strikes, and that the appeals to violence and the burning of woodsheds, have rallied the public opinion to strengthen the Government in proposing repressive measures.

LONDON, September 19th.
An affair is reported in Tipperary, Ireland, between a British and an Irish mob. The former were guarded by a body of police, who in protecting their charges from the violence of the crowd killed two men and wounded three others.

A French convoy in Algeria has been attacked by the Moors, two of the escort being killed.

SYDNEY, September 19th.
The trial of anti-sonit seavers on various charges of intimidation, outrage, &c., is proceeding at the Riverina Police Court. Several of the accused have been discharged owing to lack of evidence. The breakdown of so many cases is having a bad effect, and further violence is threatened.

Mr. Master's stables at Woolahra, Sydney, have been burned to the ground, a coachman and two horses being burnt to death. Before the fire could be got under three warehouses were also destroyed.

September 20th.
The Australian cruiser *Ringarooma* has been successfully floated, and appears to have sustained only slight damage. The French Government has been officially thanked for the important aid rendered by French vessels.

A miner has had a miraculous escape at the Stockton colliery, Newcastle. He fell 155 feet down a shaft, falling in water. He was rescued almost unharmed.

Adelaide, September 19th.
Mr. Walter Griffith, M.P., has purchased the Northern Territory diamond.

The *Register* severely criticises Poynter, one of the labour members, for his action in directly encouraging the unionist seavers to commit outrages.

A great debate has taken place in Parliament over the additional land and income tax proposals of the Government. The Premier introduced the measure in a long speech during which he

was frequently interrupted. The debate stands adjourned.

September 20th.
A girl at Payneham, aged 11 years, has fallen down a well 70 feet deep. Some sticks broke her fall and she was not seriously hurt. She remained entombed for thirteen hours before her cries attracted assistance.

THE NAVAL FIGHT OFF THE YALOO.

The following interesting account of the engagement between the Chinese and Japanese squadrons, from an officer who was present, appeared in a recent issue of the *N. C. Daily News*—

The fleet was ordered to convey the transports from Tientsin to the Yaloo. On arriving at Tientsin it learned of the Chinese defeat at Ping-yang, hence the haste to get the troops across. On arriving off the Yaloo on the afternoon of the 16th, the transports were sent inside with orders to disembark their troops with the utmost speed, the fleet anchoring ten miles outside the harbour. It consisted of ten ships the *Tingyun*, *Chihyun*, *Chihyun*, *Chihyun*, *Laiyun*, *Kingyun*, *Chaoyn*, *Yangwei*, *Tiynun*, and *Kuangchia*. The *Tingyun*, *Kuangchia*, and two gunboats were detached to guard the harbour entrance. This was the position until the morning of the 17th, when smoke was seen at 10 o'clock, and recognized to come from the Japanese fleet. At noon we made out twelve ships and steamed in the direction of the enemy. At five miles distance we distinguished the ships according to their types. They approached in column of divisions five ahead, disposed abeam; coming closer, they tried to form abreast, speed seven knots. Firing was commenced by the *Tingyun* at about 6.30 p.m., range 5,000 yards.

The conclusion of the first discharge threw every one off the bridge. When closer, the Japanese appeared to form quarter line, which the Chinese answered by turning two points to starboard, whereby they kept their bows to the enemy. Approaching within 4,000 yards, the whole Japanese fleet seemed to turn eight points to port, thereby forming single line ahead, steaming across our line, turning our starboard wing. The fleet was getting into formation, the *Chaoyn* and *Yangwei*, being slow in taking station, were disastrously exposed to the enemy's fire, and in consequence one of them commenced to burn. On the port wing the *Tingyun* and *Kuangchia* occupied a similar position behind the line, and the Japanese steaming round at five thousand yards cut off the *Tingyun* and *Kuangchia*, which were still keeping touch with the fleet. They soon fell back, and nothing more was seen of these two during the action, and they escaped unhurt. Unable to keep pace with the enemy, our aim was to follow the Japanese movements, keeping position with our bows to the enemy, they circling round and maintaining a heavy bombardment of the Chinese fleet. The thick of the fight was borne by the six ships of the *Yuen* class, including the two ironclads. The Japanese having completed one circle, hauled off to 8,000 yards, and went through an evolution with the object of separating into two divisions, the first consisting of the seven best-known swift cruisers, the second of five inferior ships which stood off some distance. Now the *Chihyun* left the line, steering across our bow, making straight for the Japanese, which sank; the *Kingyun* followed, and then their respective sister ships. The battle then arranged itself in groups, the four cruisers becoming engaged with the second division, the two ironclads with the first division. The fight with the second division was irregular and difficult to follow, and ended with the Japanese disappearing towards the island of Yangtso. The fight between the first division and the Chinese ironclads was carried on by the Japanese circling round at a distance of 4,500 yards, the *Tingyun* and *Chihyun* keeping together, and following the enemy's movements in a smaller circle, the whole taking a spiral form. Occasionally the distance diminished to 2,000, and once to 1,200 yards. The aim of the Japanese was to keep the distance long, making the most of their superior speed and their quick-firing guns, in which their armament vastly excelled the Chinese. Our object was to get close quarters with our slow-firing guns of great calibre. We now observed the *Chihyun* suddenly heel over and sink in a few minutes, probably from a chance shot from the enemy's first division. When the *Kingyun* and *Laiyun* were engaged in the air and her bow nearly under, and another badly on her bow nearly sinking. The *Yoshino* and *Matsumoto* were burning, the former badly. After receiving two shots each from the *Tingyun* and *Chihyun*, the *Yoshino*, enveloped in a cloud of white smoke, was lying heavily on the water which was completely covering the ship. We waited for the cloud to clear, having our port guns ready, but before the *Yoshino* became visible, our firing was diverted by a ship of the *Matsumoto* type coming on at a distance of 2,000 yards on the port quarter, when the guns laid for the *Yoshino* were fired with effect at her, and she began to burn. Whether these three received mortal injury is uncertain. In the latter part of the battle the Chinese ironclads were short of common shell, and had to continue the action with what was left of their high explosive shells, the Japanese having no armour. The two ironclads fired 197 rounds from their 12-inch, and 258 rounds from their 6-inch guns. About 4 o'clock the *Tingyun* was badly on fire forward, the smoke impeding the working of the fore turret. Before 5 the Japanese ceased firing, and we observed the distance increasing rapidly, and failed to diminish it. Then we saw the Japanese change course westerly towards the island of Yangtso and Haiyungtao. We followed them for an hour, and saw them change their course to the southward. Some of the second division of the Japanese now joined the first. We followed till only their smoke was visible and then returned, and were joined by the *Laiyun*, still burning, the *Chihyun*, also the *Kuangchia* and *Tingyun*, the two gunboats, and the two torpedo-boats which had been left in charge of the harbour entrance. The *Tingyun* took some part in the beginning on the outer circumference of the field. One torpedo boat fired three torpedoes without effect. The *Chihyun* fired one last shot in the action at an alphabetical gunboat beyond range.

The conclusions are that the two battleships were formidable war machines and stood battering with heavy and quick-firing guns admirably. The upper structure was severely damaged, but no shot penetrated a vital part. The barbettes protection of the 12-inch guns was most effective; few men were wounded there, and the two barbettes turrets are intact as before. This, however, coupled with the fact that the 6-inch guns, both sides, protected by slight bands, were also undamaged, seems to indicate that the destructive effect was due rather to the enormous number of projectiles discharged from the quick-firing guns than to shell direction. The manœuvring of the

Japanese first division excited great admiration. Taking advantage of their speed and the long range of their guns, they always kept at the distance which suited them, maintaining perfect order throughout, attempting nothing sensational, never coming within the destructive range of the heaviest guns. Of the seven ships in the first division, five retired.

Having sent a message to the transports to weigh and follow, we proceeded to Port Arthur. There were 180 deck officers only on the two ironclads.

To-day's Advertisements.

IMPORTANT!

ALLISON'S VAUDEVILLES.

GRAND SMOKING CONCERT.

For the BENEFIT of Mrs. ALLISON, WILL BE GIVEN IN THE THEATRE ROYAL THIS EVENING, 8TH OCTOBER, Commencing at 9 o'clock.

ADMISSION:— Dress Circle & Stalls \$2. Back Seats \$1. Soldiers and Sailors half-price to Back Seats.

TABLES may be reserved at Messrs. KELLY & WALSH'S, Ltd. Hongkong, 8th October, 1894. [1033]

SHANGHAI RACES.

RETURN TICKETS, FIRST SALOON.

For the above RACES, can be obtained on and after this date by the Steamers of the Under-mentioned Lines, available for One Month from date of issue.

FARE \$60. H. H. JOSEPH, Superintendent, P. & O. S. N. Company.

G. DE CHAMPEAUX, Agent, Messageries Maritimes Company.

MELCHERS & Co., Agents, Norddeutscher Lloyd. [1047]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

SPECIAL CHEAP EXCURSION TO MACAO.

SHOULD the weather be favourable, the Steamer "HONAM" will make a SPECIAL TRIP TO MACAO on SUNDAY next, 14th October.

Times of Departure:—From HONGKONG at 10 A.M. and returning will leave MACAO at 10 P.M.

Return Fare, \$1. No Second-class or Single Fare. Chinese servants, 50 cents each way.

THE FANCY FAIR POSTPONED from last SUNDAY, will be held in the PUBLIC GARDENS. TICKETS may be obtained at the Office of the Company or on board the Steamer on the morning of sailing.

T. ARNOLD, Secretary. Hongkong, 8th October, 1894. [1055]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "GLAMORGANSHIRE," FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 13th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 4 P.M.

No Bill of Lading will be countersigned by DODWELL, CARLILL & Co., Agents. Hongkong, 8th October, 1894. [1024]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA. THE Steamship "GLAMORGANSHIRE," Captain H. N. Vyvyan, will be despatched as above on WEDNESDAY, the 10th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 8th October, 1894. [1024]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "FOKIEN," Captain Davis, will be despatched for the above Ports on WEDNESDAY, the 10th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURA & Co., General Managers. Hongkong, 8th October, 1894. [1048]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY. THE Company's Steamship "ZAFIRO," Captain A. W. R. Cobban, will be despatched for the above Port on WEDNESDAY, the 10th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers. For Freight or Passage, apply to SHEWAN & Co., General Managers. Hongkong, 8th October, 1894. [1058]

KELLY & WALSH, LD.

RECEIVED PER ENGLISH MAIL.

LETT'S'S DIARIES

1895.

KELLY & WALSH, LIMITED.

Hongkong, 8th October, 1894. [6]

W. BREWER

HAS JUST RECEIVED.

CAWS' STYLOGRAPHIC PENS. Caws' Fountain Pens with Gold Nibs. (These Pens used with Caws' Stylographic Ink are the most satisfactory in the market.)

Walace's "P. Piece of India." Hayes' "Among Men and Horses." Sanders' History of England and British Empire.

Stead—"If Christ came to Chicago." The Transmigration of the Mandarin Fum-Hoam. Large Selection of New Pocket Knives. Cricketing Materials.

TENNIS MATERIALS. Footballs. Japanese Tin Despatch and Cash Boxes. Photographic Materials for Amateurs. Fine quality Egyptian Cigarettes. Gent's Brown Walking Boots and Shoes. Gent's Dancing Pumps. New French Engravings. A great variety of Playing Cards, gilt and plain edges. Water Colour Boxes in great variety. Sent's Stamp Albums in great variety.

W. BREWER, UNDER HONGKONG HOTEL. Hongkong, 27th September, 1894. [675]

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East, 4, Queen's Road Central. Hongkong, 11th December, 1894. [41]

To-day's Advertisements.

NOTICE.

THE CHIN SE TWINS, Two Boys joined together, have arrived from SHANGHAI, and will be in VIEW in ROOM No. 43, HONGKONG HOTEL CHAMBERS, from 9 A.M. to 9 P.M.

ENTRANCE from QUEEN'S ROAD ONLY. ADMISION:— Adults \$1. Children 50 Cents. Hongkong, 8th October, 1894. [1054]

"IRROY," CARTE BLANCHE, CARTE D'OR Vintage 1897, in Quarts and Pints.

CAIDBECK, MACGREGOR & Co., Sole Agents. Hongkong, 8th October, 1894. [1052]

STRAITS FIRE INSURANCE COMPANY, LIMITED, IN LIQUIDATION.

NOTICE. APPLICATION having been made to the LIQUIDATORS of the STRAITS FIRE INSURANCE COMPANY, LIMITED, in SINGAPORE, for the issue of NEW CERTIFICATES in lieu of Certificates, viz.

No. 1814 for 50 Shares numbered 3153 to 3202, and No. 1815 for 50 Shares numbered 3203 to 3252.

registered in the name of ARTHUR ILBERT in the said Company on the ground that the said Certificates have been LOST. Notice is hereby given that, if within FOURTEEN DAYS from the date hereof the said Certificates are not produced to the Liquidators of the said Company, or good cause shown why New Certificates should not be issued the said Application will be granted.

A. S. MURRAY, Secretary to Liquidators. 8th October, 1894. [1050]

NOTICE.

THE JELEBU MINING AND TRADING COMPANY, LIMITED. THE TENTH ORDINARY GENERAL MEETING of the above Company will be held on FRIDAY, the 13th October, at Noon, at the EXCHANGE ROOMS, for the purpose of receiving the Directors' Report and Accounts for the half-year ended 31st July, 1894.

Admission Cards can be obtained from the General Agents on the conditions printed on the back of the Share-warrants, and must be applied for not later than the 10th prox. at noon. THE TRANSFER BOOKS of the Company will be CLOSED from To-day till the 13th October, inclusive.

HUTTENBACH BROTHERS & Co., General Agents. 29th September, 1894. [1051]

TO SHIPMASTERS.

CAPTAIN F. H. PLUMMER, (LATE OF THE PATAGONIAN NAVY.) THE OLDEST STEVEDORE IN MANILA. STEVEDORE AND CONTRACTOR.

COALS and all kinds of STORES SUPPLIED on the shortest notice and on the most reasonable terms. Manila, 5th October, 1894. [1053]

TO JOURNALISTS.

AN EXPERIENCED and CAPABLE JOURNALIST is wanted for the staff of the *Hongkong Telegraph*. Liberal terms to a competent man (no other need apply). Full particulars as to experience, capacity, and terms to be sent to R. FRASER-SMITH, Editor & Proprietor. Hongkong, 7th September, 1894.

Hotels.

FUJIYA HOTEL, MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama. FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE FUJI TRAIL, 12 MILES TO THE HAKONE RAILWAY STATION.

TWO ENGLISH BILLIARD TABLES. EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI, Proprietor. 8561

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, (On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffin prepared in First-class style on the shortest notice, and Meals can be served at all hours. Hongkong, 13th August, 1894. [643]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND. THIS commodious and well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly redecorated, renovated and refurnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SUMMER RATES. (FROM MAY 1ST TO OCTOBER 31ST). One person, per day 4.00 One person, per week 25.00 One person, per month from \$70 to 85.00 Married couple (occupying one room) per day 7.00 Married couple (occupying one room) per week 45.00 Married couple (occupying one room) per month from \$120 to 140.00 For further particulars, apply to MANAGER, New Victoria Hotel, Hongkong, 21st August, 1894. [631]

HOTEL DE LA PAIX.

FORMERLY THE HOTEL DES COLONIES. THIS HOTEL, situated on the FRENCH CONCESSION, a very convenient spot on SHAMEN, is now prepared to offer the BEST ACCOMMODATION to any TOURISTS or OCCASIONAL VISITORS who wish to bring their FAMILIES to pay a visit to CANTON, and EVERY POSSIBLE ATTENTION will be paid to their Comfort.

A FIRST-CLASS TABLE D'HOTE kept, WINES and SPIRITS of the Best Quality; and the Charges for the same are EXTREMELY FAIR and REASONABLE.

A well furnished BILLIARD SALOON with BAR attached. V. A. ROZARIO, Manager. Canton, 31st July, 1894. [1834]

THOMAS' GRILL ROOMS, (Corner of Queen's Road and Duddell Street.)

THE Underigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later at notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Terms:— Breakfast per meal \$0.75, per Month \$12 Tiffin " " \$0.75, " " \$20 Dinner " " \$1.25, " " \$35 Breakfast, Tiffin and Dinner " \$45 Breakfast and Tiffin " \$30 Tiffin and Dinner " \$40 SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS, Proprietor. Hongkong, 14th June, 1894. [599]

Intimations.

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS. A great variety in Fancy Goods and Optical Instruments. Novelties received by every Mail.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

CHS. J. GAUFF & CO., CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches—awarded the highest Prize at every Exhibition; and for Votlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road Central. [608]

G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS. No. 48, Queen's Road Central. [609]

SIEN TING, SURGEON DENTIST.

No. 10, PAGULIAN STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1894. [1014]

DENTISTRY.

Dr. J. SAKATA (from Japan), Mr. SUI SANG. DENTAL SURGEON. 35, Queen's Road Central. First Class Dentistry and Moderate Fees. Consultation Free. Hongkong, 27th April, 1894.

The Share Market.

LATEST QUOTATIONS.

BANKS.
 Hongkong and Shanghai Bank—92 per cent.
 The National Bank of China, Ltd.—on 180.0.
 The National Bank of China, Ltd.—Founders' shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—nominal.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares—45, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1885 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—\$140 per share, sellers.
 China Traders' Insurance Company—\$61 per share, sellers.
 North China Insurance—175 per share, buyers.
 Canton Insurance Company, Limited—\$147 per share, buyers.
 Yangtze Insurance Association—\$75, buyers.
 The Insurance Company, Limited—175 per share, buyers.
 The Straits Insurance Co., Ltd.—\$17 per share, sellers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—\$180 per share, sellers.
 China Fire Insurance Company—\$77 per share, sellers.
 The Straits Fire Insurance Co., Ltd.—\$20 per share, sellers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—\$25 per share, sellers.
 China and Manilla Steam Ship Company—\$65, buyers.
 Indo-China Steam Navigation Company, Limited—\$41, sellers.
 The Siam Shipping Company—\$47, sellers.
 China Mutual Shipping Co., Ltd.—(Preference)—\$70 per share, nominal.
 China Mutual Shipping Co., Ltd.—(Ordinary)—\$70 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—\$155 per share, sellers.
 Luen Sun Refining Company, Limited—\$48, buyers.

MINING.

Punjab Mining Co.—(Ordinary)—\$54 per share, sellers.
 Punjab Mining Co.—(Preference)—\$1.60 per share, buyers.
 The 12th Gold Mining Co., Limited—\$54 per share, sellers.
 The New Diamond Gold Mining Co., Limited—\$25 per share, sellers.
 Société Française des Charbonnages du Tonkin—\$45 per share, buyers.
 The Anglo-Mining and Trading Co., Limited—\$75, sellers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—78 per cent. premium, buyers.
 Geo. S. S. Co., Limited—\$20 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$77 per share, sellers.
 Whampoa Warehouse Co., Ltd.—\$40 per share, sellers.

HOTELS.

Hongkong Hotel Company—\$10 per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$10.

LANDS AND BUILDING.

The Eastern Land Investment Co., Limited—\$10 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$10, sales and buyers.
 The West Point Buildings Co., Limited—\$20 per share, sellers.
 Hongkong Estate and Finance Co., Ltd.—\$14 per share, sellers.

DISPENSARIES.

A. J. S. Co., Limited—\$104 buyers.
 Dalrymple, Co., Limited—\$11 per share, buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 B. J. S. Co., Limited—\$4 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$108 per share, buyers.
 Hongkong Gas Company—\$125 per share, buyers.
 Hongkong Ice Company—\$26 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$10 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$4 per share, sellers.
 The Green Island Cement Co.—\$5, buyers.
 The Hongkong Electric Light Co., Limited—\$4.50, sellers.
 The Hongkong High-Level Tramway Co., Limited—\$70, buyers.
 Campbell, Moore & Co., Ltd.—\$2 per share.

EXCHANGE.

On London—Bank, T. T. 2 1/4
 Bank Bills, on demand 2 1/2
 Bank Bills, at 4 months' sight 2 1/2
 Credits at 4 months' sight 2 1/2
 Documentary Bills, at 4 months' sight 2 1/2
 On Paris—Bank Bills, on demand 2 3/4
 Credits, at 4 months' sight 2 7/8
 On India—T. T. 195
 On Demand 195 1/2
 On Shanghai—Bank, T. T. 7 1/4
 Private, 30 days' sight 7 1/2
 Sovereigns (Bank's buying rate) 80
 Silver (per oz.) 29 1/2

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. J. A. Chaudet. Mr. Medhurst.
 Miss Coe. Capt. and Mrs. Moore.
 Mr. H. Crombie. Mr. F. Morony.
 Mr. H. L. Dalrymple. Mr. C. Nielsen.
 Mrs. H. L. Dalrymple. Mr. Sandilands.
 Mr. P. D. Dwyer. Mr. F. H. Slaghek.
 Mr. J. P. Dowling. Mr. & Mrs. A. Flindley.
 Mr. W. S. Harrison. Smith and family.
 Mr. Geo. Holmes. Capt. & Mrs. Stenham.
 Mr. J. A. Macrae. Mr. A. G. Stokes.
 Mr. Morton Jones. Mrs. H. Wilson.

MAILS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *Peru*, with mails, &c., from San Francisco on the 15th ultimo, left Nagasaki on the 7th instant, and may be expected here on the 11th.
 The O. & S. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, and Nagasaki on the 25th ultimo.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China*, from Vancouver on the 18th ultimo, left Shanghai on the 7th instant at 3 p.m., and may be expected here on the 10th at 9 a.m.

NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer *Sika* left Tacoma on the 16th ultimo for this port via Japan.

THE AUSTRALIAN MAIL.
 The E. & A. Steamship Co.'s steamer *Gulfrida* left Port Darwin via Timor on the 26th ultimo, and may be expected here on the 8th instant.

STEAMERS EXPECTED.
 The P. & O. S. N. Co.'s steamer *Manilla* left Bombay on the 28th ultimo, and may be expected here on the 10th instant.

Shipping.

ARRIVALS.

GLAMORGANSHIRE, British steamer, 1,890, H. W. Vyvyan, 6th October—Singapore 29th Sept., General—Dodwell, Carill & Co.
 RHINGOLD, German steamer, 650, W. G. Rabld, 6th October—Manila 2nd October, General—Chinese.
 SUNGKIAN, British steamer, 994, C. B. N. Dodd, 6th October—Manila 1st October, Sugar and General—Butterfield & Swire.
 PROPONTIS, British steamer, 1,390, W. H. Farrant, 7th October—Saligon 3rd October, Rice—Hong Sing & Co.
 WUOTAN, German steamer, 1,015, A. Ott, 7th October—Mojil 29th Sept., Coal—Lauts, Wägen & Co.
 BARCOTE, British ship, 2,041, Lee, 7th October—Cardiff 12th June, Coal—Order.
 TAIKANG, British steamer, 1,505, H. Hogg, 7th October—Canton 7th October, General—Jardine, Matheson & Co.
 NANTANG, German steamer, 983, Th. Lehmann, 7th October—Canton 7th October, General—Slomason & Co.

KWIKANG, British steamer, 1,200, L. Dawson, 7th October—Canton 7th October, General—Butterfield & Swire.
 SIAM, British steamer, 992, J. F. Messer, 7th October—Kohsi-chang 28th September, General—Bradley & Co.
 FORKIM, British steamer, 509, W. J. Davis, 6th Oct., Canton and October, Amer 4th, and Seward 5th, General—D. Laporte & Co.
 ULVSSIS, British steamer, 2,200, W. C. Lapage, 7th Oct., Singapore 2nd October, General—Butterfield & Swire.
 SHANTUNG, British steamer, 1,535, H. C. D. Frampton, 7th Oct., Java, and Samarang 27th Sept., Sugar—Butterfield & Swire.

LOO SOK, British steamer, 1,020, J. B. Jackson, 7th October—Bangkok 20th Sept., and Kohsi-chang 1st October, General—Yuen Fat Hong.
 CHOVSANG, British steamer, 1,194, R. C. D. Bradley, 8th October—Shanghai 3rd Oct., and Swatow 7th, General—Jardine, Matheson & Co.
 GUTHRIE, British steamer, 1,496, P. T. Helms, 14th October—Sydney 12th Sept., Newcastle 19th, Townsville 18th, Cooktown 19th, Thursday Island 22nd, Port Darwin 20th, and Timor 29th, General—Gibb, Livingston & Co.

AIRLIE, British steamer, 2,340, W. Ellis, 8th October—Kobe 2nd October, General—Gibb, Livingston & Co.
 GERDA, German steamer, 2,100, T. Ehlers, 8th October—Kobe 2nd October, General—Slomason & Co.
 ACTIV, Danish steamer, 355, H. W. Storm, 8th October—Pakhoi 5th October, General—Arnhold, Karberg & Co.

VERONA, British steamer, 1,376, C. H. S. Toque, R.N.R., 8th Oct., Yokohama 20th Sept., Manilla and General—P. & O. S. N. Co.
 ALWING, German steamer, 400, Bendixen, 8th October—Pakhoi 3rd Oct., and Holbow 6th, General—Wielor & Co.
 ZAFIRO, British steamer, 675, A. W. R. Cobban, 8th Oct.—Manilla 5th October, General—Shewan & Co.
 STRATON, German steamer, 1,994, 19th Oct., 8th October—Mojil (Japan), and Coals—Carlwell & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Active, Danish steamer, for Hoihow.
Namoa, British steamer, for Swatow, &c.
Glenavon, British steamer, for Shanghai.
Fidello, German steamer, for Amoy, &c.
Tellus, Norwegian steamer, for Kutchinotro.

DEPARTURES.

October 7, *Taiwan*, British str., for Shanghai.
 October 7, *Argay*, British str., for Samarang and Sourabaya.
 October 7, *Brunhilde*, German str., for Tientsin.
 October 7, *China*, German steamer, for Saigon.
 October 7, *Strathmore*, British steamer, for Shanghai.
 October 8, *Taiyang*, British str., for Shanghai.
 October 8, *Rosetta*, British str., for Shanghai.
 October 8, *Cleopatra*, British str., for Shanghai.
 October 8, *Memnon*, British str., for Sandakan and Kudat.
 October 8, *Biagio*, Italian steamer, for Singapore &c.
 October 8, *Lokang*, British str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Glamorganshire*, from Singapore—Mr. Beer.
 Per *Sungkiang*, from Manila—2 Europeans (sailors), and 22 Chinese.
 Per *Propontis*, from Saigon—31 Chinese.
 Per *Ulysses*, from Singapore—34 Chinese.
 Per *Choysang*, from Shanghai, &c.—Mr. Seymour, and 177 Chinese.
 Per *Fokien*, from Tientsin, &c.—122 Chinese.
 Per *Active*, from Pakhoi—207 Chinese.
 Per *Siam*, from Kohsi-chang—Dr. Cheek.
 Per *Arlie*, from Kobe—Miss Young, Miss Beavin, Mr. McIntyre, and 9 Chinese.
 Per *Loe Sok*, from Bangkok, &c.—71 Chinese.
 Per *Forkim*, from Sydney—Messrs. W. Houston, J. S. Scott, 6 Europeans, 83 Chinese and 3 children. From Timor for Macao—Rev. Dr. Medeiros, Bishop of Macao, Counselor Barboza, Dr. and Mrs. Semedo, Dr. Fontes, Captain Barreto, Lieut. Milheiro, Dr. Franco, Esalga Borges and Conego Segundo.
 Per *Verona*, from Yokohama for Hongkong—Mrs. George Holmes, Messrs. A. C. Nicolle, Farquharson, Y. Todoroki, Lo Chun and infant, 3 Chinese and 4 children. From Kobe—Mrs. and Mrs. Schermerline, Mrs. and Mrs. Li Kam Chuen and 2 children, Mrs. Hudson, Mr. A. Cook, and 2 Chinese. From Fukuoka—Mr. K. Nakano, from Yokohama for Brindisi. Mr. and Mrs. Shittenhelm. For London—Messrs. J. Probert, R. Munroe, W. M. Blakey, and Walter Blakey, from Kobe for Colombo.—Mr. H. F. Anderson.
 Per *Alwina*, from Pakhoi, &c.—10 Chinese.
 Per *Zafiro*, from Manila—33 Chinese.

REPORTS.

The German steamer *Wuotan* reports that she left Mojil on the 29th ultimo, and on the 5th instant encountered a typhoon.
 The British steamer *Ulysses* reports that she left Singapore on the 2nd instant, and had light to moderate southerly winds and fine weather throughout the passage.
 The British steamer *Loe Sok* reports that she left Bangkok on the 29th ultimo, and Kohsi-chang on the 1st instant. From Bangkok to port had light to fresh south-west winds and fine weather.

The British steamer *Zafiro* reports that she left Manila on the 5th instant, and had light variable winds and smooth sea to Pratas; thence to port had fresh north-east winds and moderate sea.

The British steamer *Glamorganshire* reports that she left Singapore on the 29th ulto. The first part of voyage had light to moderate winds and fine weather; the latter part met with typhoon and continuous rains.

The British steamer *Siam* reports that she left Kohsi-chang on the 28th ultimo, and had fine weather until within 80 miles of Gap Rock. On Wednesday night had strong gale, increasing on Thursday to a typhoon, with heavy rain and thick weather until yesterday morning.

The German steamer *Gerda* reports that she left Kobe on the 2nd instant. From Kobe to Tong-yung had variable northerly winds, with rain; from Tong-yung to Breaker Point had strong north-east to north-west winds and squalls, with very heavy sea. From Breaker Point to port by light winds with clear weather.

The British steamer *Sungkiang* reports that she left Manila on the 1st instant, and had moderate wind and sea, with fine weather, up to lat. 19 deg. north and long. 117 deg. east; thence freshening north-north-east winds, increasing to a strong gale with high sea up to port, the wind veering to east, and barometer falling. Lowest reading 29.32. At 5.30 p.m. on the 4th anchored in Japan, a strong gale then blowing.

The British steamer *Choysang* reports that she left Shanghai on the 2nd instant, and Swatow on the 7th. From Shanghai to Ocheen had light east-north-east winds and fine weather, with smooth sea; thence to Swatow had moderate east-north-east winds and sea, with rainy weather. From Swatow to Breaker Point experienced moderate northerly winds and sea with heavy rain; thence to port had clear but cloudy weather.

The British ship *Barcoe* reports that she left Cardiff on the 12th June. For 28 days to the Equator had strong south-east winds, which continued till 25 deg. south; thence fine weather as far as long. 45 deg. east, after which a succession of strong westerly gales. From the meridian of Greenwich to about 93 deg. east, we were three weeks. From there had fair south-east winds up to Anjer Point, where we called for water and provisions. Arrived at Anjer after 94 days passage. Remained there for 24 hours. Up the China Sea had light winds until yesterday morning, when we encountered the recent typhoon, which we fortunately weathered.

The British steamer *Fokien* reports that she left Tamsui on the 2nd instant, Amoy on the 4th, and Swatow on the 5th. From Tamsui to Amoy had moderate, increasing to strong, north-east winds and sea, with cloudy weather throughout, and light winds in Amoy. From Amoy to Swatow had light to moderate southerly to north-north-east winds and very heavy southerly squalls, with cloudy and squally weather throughout. From Swatow to Hongkong had moderate south-south-east winds and sea to Breaker Point, increasing to a strong south-east gale, with occasional rain squalls and cloudy weather; from midnight to 6 a.m. had fresh gale and heavy sea, with moderate rain squalls. Thence to port had moderate variable south-east to west-south-west winds and sea, with thick weather.

The British steamer *Gulfrida* reports that she left Sydney on the 12th ultimo, Townsville on the 18th, Thursday Island on the 21st, Port Darwin on the 26th, and Timor on the 29th. Experienced south-east and southerly winds and fine weather from Sydney to Port Darwin. From Port Darwin to Timor had north-east and north-west winds and fine weather. From Timor to Cebu Island had variable winds and fine weather. At 4 a.m. on the 7th had moderate south-west monsoon and fine weather, then moderate north and north-north-east breeze and north-east swell to arrival. From 8 p.m. yesterday experienced thick, rainy weather. At 1 a.m. anchored off Junk Bay; at 5.30 weighed anchor, and at 6.45 made fast to buoy. The E. & A. Co's steamer *Manilla*, Captain Hugh Craig, was at Timor, and sailed for Thursday Island on the 29th.

Post Office.

A MAIL WILL CLOSE—
 For Swatow and Del.—Per *Taiyang* to-morrow, the 9th instant, at 2.30 p.m.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne.—Per *Changsha* to-morrow, the 9th instant, at 3.30 p.m.

SHIPPING IN HONGKONG.

STEAMERS.
 AGNES, French steamer, 290—Geo. R. Stevens.
 AMICO, German steamer, 771, A. Bendixen, 3rd October—Saligon 28th Sept., Rice—Wielor & Co.
 ASK, Danish steamer, 593, N. C. Revsbeck, 6th October—Halphong, and Holbow 4th October, General—A. R. Marly.
 BELLOE, British steamer, 4,211, Wm. H. Walker, 10th October—San Francisco 8th Sept., Yokohama 27th, and Nagasaki 30th, Manilla and General—O. & O. S. S. Co.
 BENLOE, British steamer, 1,184, J. D. Sarchet, 3rd October—Mojil 28th Sept., Coals—Gibb, Livingston & Co.
 BYONO, Norwegian steamer, 771, C. Brekke, 20th Sept.—Saligon 14th Sept., Rice and General—Tung Lee.
 CASHIN, German steamer, 4th October—from Java, Sugar—Lauts, Wägen & Co.
 CHANGSHA, British steamer, 1,464, J. E. Williams, 4th October—Kobe 23rd Sept., General—Butterfield & Swire.
 DAVENTRY, British steamer, 1,573, C. Gama-worthy, 4th October—Saligon 25th Sept., Rice—Dodwell, Carill & Co.
 DEUTEROS, German steamer, 1,198, W. A. Dulac, 27th Sept.—Bangkok 20th Sept., General—Slomason & Co.
 DORIS, German steamer, 771, Petersen, 3rd October—Newchwang 27th Sept., Beans—Lauts, Wägen & Co.
 FAME, British steamer, 117, Captain Stoppani—Hongkong and Whampoa Dock Co.'s tug.
 FIDELLO, German steamer, 752, T. Nissen, 3rd October—Manilla 29th Sept., General—Melchers & Co.
 FRAMMER, Norwegian str., 958, E. Wettergreen, and October—Bangkok 21st Sept., Rice—Yuen Fat Hong.
 FRAZY, Danish steamer, 397, C. L. Strand, 6th October—Pakhoi 1st October, and Holbow 4th, General—Arnhold, Karberg & Co.
 FUSUMI, Chinese steamer, 1,504, W. H. Lum, 27th July—Saligon 27th July, General—C. M. S. N. Co.
 INGRAMAN, German steamer, 994, Piper, 4th October—Sourabaya 15th Sept., Sugar—Wielor & Co.
 KUTANG, British str., 1,495, W. H. Jackson, 6th October—Calcutta 19th Sept., Penang 26th, and Singapore 30th, Opium and General—Jardine, Matheson & Co.
 LEWIS, German steamer, 1,348, W. Ward, 30th Sept.—Otaru 20th September, Coals—Dodwell, Carill & Co.
 LY-EE-MOON, German steamer, 1,351, G. Heer-mann, 6th October—Canton 5th October, General—Slomason & Co.
 MAYHEW, German steamer, 600, P. Moor, 6th October—Canton 5th, and Tientsin 23rd Sept., General—Slomason & Co.

HONGKONG—STEAMERS.

(Continued)
 MONKUT, British steamer, 859, C. Stonham, 2nd October—Bangkok 22nd Sept., Rice and General—Yuen Fat Hong.

NAMOA, British steamer, 863, H. C. A. Harris, 2nd October—Fookchow 30th Sept., and Amoy 1st October, General—D. Laprak & Co.

NIOBE, German steamer, 1,440, Pfaff, 4th Oct.—Hamburg 18th August, and Singapore 28th Sept., General—Slomason & Co.

PRAYA, 130, Captain MacIsaac—Hongkong Government Tender.

RIO, German steamer, 1,109, C. H. Davidson, 14th September—Saligon 6th Sept., Rice—Wielor & Co.

TAI-CHONG, German steamer, 838, F. Duhme, 2nd October—Saligon 27th Sept., Rice—Meyer & Co.

TELLUS, Norwegian steamer, 1,539, J. Amundsen, 20th Sept.—Otaru 19th September, Coal—Wielor & Co.

TRITOS, German steamer, 1,085, P. Cornelien, 29th Sept.—Sourabaya 17th Sept., Sugar—Lauts, Wägen & Co.

VINDOBONA, Austrian steamer, 2,861, P. Mersa, 4th October—Kobe 29th Sept., General—A. L. S. N. Co.

YUNSIANG, German steamer, 1,706, Waddilove, 1st October—Amoy, and Manilla 26th Sept., General—Jardine, Matheson & Co.

YUNO-CHING, Chinese steamer, 760, R. E. Harris, 14th August—Amoy 10th August, General—C. M. S. N. Co.

SAILING VESSELS.

AMY TURNER, American bark, 953, Warren and October—Honolulu 24th August, Kerosene Oil—Order.

BITTERN, British 3-m. schooner, 393, Stenach, 27th Sept.—King George Sound (W.A.), 18th August, Sandalwood—Order.

CALEB CURTIS, American schooner, 35, Brake, 5th June—Yan (Caroline Islands) 29th May, General—Order.

GEORGE T. MOHR, American ship, 1,267, C. Hemon, 31st August—Yokohama 4th Aug., Ballast—Shewan & Co.

H. HACKFELD, German bark, 1,249, T. W. Hill-gel, 2nd August—Cardiff 8th March, Coals—Melchers & Co.

IVY, American ship, 1,181, Lowell, 26th August—San Francisco 12th June, General—Shewan & Co.

JAPAN, Italian bark, 396, B. Guastavino, 26th Sept.—put back, Rice—Order.

LILLIAN L. ROBBINS, British ship, 1,690, E. E. Robbins, 12th Sept.—New York 21st April, Petroleum—Order.

LIMA, German bark, 461, Albrecht, 6th August—Albany (W.A.), 14th June, Sandalwood—Jardine, Matheson & Co.

OTAGO, British bark, 336, Disborough, 4th Sept.—Newchwang 5th July, Beans—Wielor & Co.

SUSQUEHANNA, American ship, 2,628, Sewall, 19th July—New York 28th March, Kerosene Oil—Reuter, Brockmann & Co.

THERMOPOLIS, British bark, 975, Winchester, 11th Sept.—Shanghai 5th Sept., Ballast—Order.

WM. LE LACHEUR, British bark, 573, C. M. B. Maddox, 24th Sept.—Singapore 7th Sept., Timber—Chinese.

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROOKES), HAS REMOVED

THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891.

Fresh Air and Exercise.

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Scott's Emulsion

of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.

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Hongkong, 27th March, 1894.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sika Tuesday October 16th.
Victoria Tuesday November 6th.
Tacoma Tuesday December 11th.
Sika Tuesday January 1st.
Victoria Tuesday January 22nd.

THE Steamship "SIKA," Captain J. Rowley, sailing at Noon, on TUESDAY, the 16th October, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBÉ and YOKOHAMA.

Passenger Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Passenger Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

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Passenger Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., Agents. Hongkong, 27th September, 1894.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.  1894.

SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT